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POLAND IMPROVING
TRANSPORT EQUIPMENT, FACILITIES

THE "PAFAWAG" FREIGHT CAR FACTORY -- Glos Lodu, No 328, 28 Nov 48

The "Pafawag" Freight Car Factory at Wroclaw completed its production plan of 15 November 1948. The anticipated production as of 31 December 1948 is valued at 21 million slotys. Forty coal cars are manufactured daily at this factory.

"FABLOK" LOCOMOTIVE FACTORY -- Glos Lodu, No 328, 28 Nov 48

The Olszanow "Fablok" Locomotive Factory located in the Krakow Wojewodstwo (Province) is at present manufacturing ten different types of locomotives for the metallurgical, sugar and coal industries. The outstanding locomotive produced by this factory is the "Fablok." This is a precision-made express type of locomotive with a speed of 120 kilometers per hour. By the end of the year the factory anticipates building six of this type of locomotive above the plan. This locomotive weighs approximately 98 tons, excluding the tender.

"GOGIELSKI" FACTORY -- Glos Lodu, No 328, 28 Nov 48

The "Gogieski" Factory in Poznan is now working on a special model locomotive PT47 specially designed for speed. It is to be completed by 15 December 1948. Even though the work on this locomotive is of precision type and very difficult, construction will be completed as planned.

ANNUAL PLAN OF THE POZMAN CENTRAL REPAIR SHOP -- Glos Lodu, No 305, 5 Nov 48

As of 30 November 1948, the Poznan Central Repair Shop pledged to complete its annual plan as follows: major repair work on locomotives, 100 percent; secondary repair work on locomotives, 102.13 percent; major repair work on passenger coaches, 100.5 percent; secondary repair work on passenger coaches, 101.5 percent; renovation work on passenger coaches, 141.8 percent; renovation work on freight cars, 113.3 percent; or a total average of 110 percent.

- 1 -

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RAILWAY LINE -- Rzeczpospolita, No 315, 15 Nov 48

A 35-kilometer railway line, covering the sector between Olecko and Goldap, two district seats in the Bialystok Province, was completed on 13 November 1948.

TRANSPORTATION -- Glos Ludu, No 320, 20 Nov 48

Since construction of a bridge through the Oder River at Nietkowie, the Szczecin-Kostrzyn passenger train now travels from Szczecin to Krakow via Zielona Gora, Wroclaw, and Katowice.

SLASK-DABROWA BRIDGE -- Zycie Warszawy, No 320, 20 Nov 48

On 19 November the workers of Mostostal completed the erection of the fourth bay of the Slask-Dabrowa bridge and 2,600 tons of material have already been used. By the end of next week the fifth bay will be completed. The framework for the sixth and last bay is already on the site. Employment on the construction of the bridge has been increased to 600 persons.

W-Z ROUTE -- Glos Ludu, No 328, 28 Nov 48

On 21 June 1948 the work of laying the concrete foundation was begun on the W-Z tunnel in Warsaw. On 15 November 1948 the PFB (State Building Enterprises) "Beton-Sal" reported that the last section of the 195-meter tunnel has been completed prior to the allotted time.

THROUGH WATERWAY BETWEEN CZESTOCHOWA AND Gdynia -- Rzeczpospolita, No 343, 13 Dec 48

By summer of 1949, the Wisla (Vistula) - Warta Canal will be ready for use. During 1948, a canal was built between Goplo Lake and Warta River at Konin. In this way, water transportation can be effected from Brdyjsc located on the Vistula River, thru Brda, around Bydgoszcz via Notec Canal to Goplo Lake, then from the lake and canal to the Warta River at Konin. The Goplo-Warta canal is connected to the various water systems and renders possible the use of the Warta River at Czesochowa and from there to the Baltic via the Wisla (Vistula) River.

CRANES FOR SZCZECIN PORT -- Rzeczpospolita, No 327, 27 Nov 48

Czechoslovakia is building ten cranes each capable of loading 250,000 tons annually which will eventually be for the Szczecin Port.

In the last few days the first group of specialists from Brno, Czechoslovakia, who will supervise the erection of the cranes, arrived at Szczecin. First of these cranes which is to be erected in the Kaszub Basin in the Szczecin Port will be ready for use by March 1949. Then one each month will be erected. It is anticipated that by December 1949 the final one will be installed.

SECOND ORE AND COAL CARRIER -- Glos Ludu, No 325, 25 Nov 48

The Gdansk Shipyards have pledged to hasten the launching of the second ore and coal carrier one month ahead of schedule. This speeding up will represent a saving of 20,750 man-hours, or one-eighth of the total time scheduled for the assembly.

- 2 -

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ORE AND COAL CARRIER -- Rzeczpospolita, No 343, 13 Dec 48

An ore and coal carrier "Jednosci Robotniczej," second of its kind, entirely constructed in Poland, was launched on 12 December 1948 at the Gdansk Port. This carrier was completed before schedule. The launching was held from a floating dock which was reconstructed 3 months prior to the scheduled plan.

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- 3 -

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